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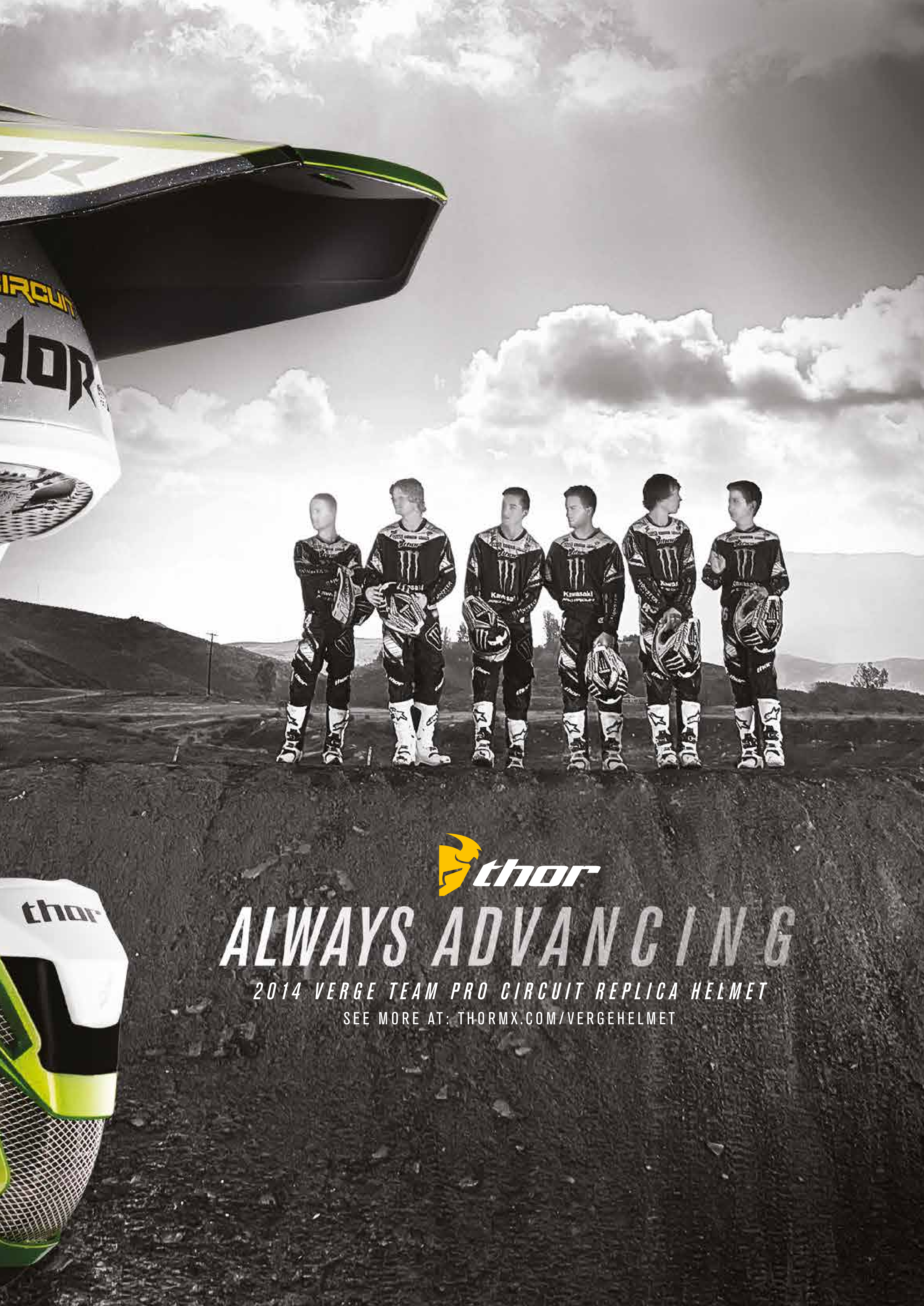

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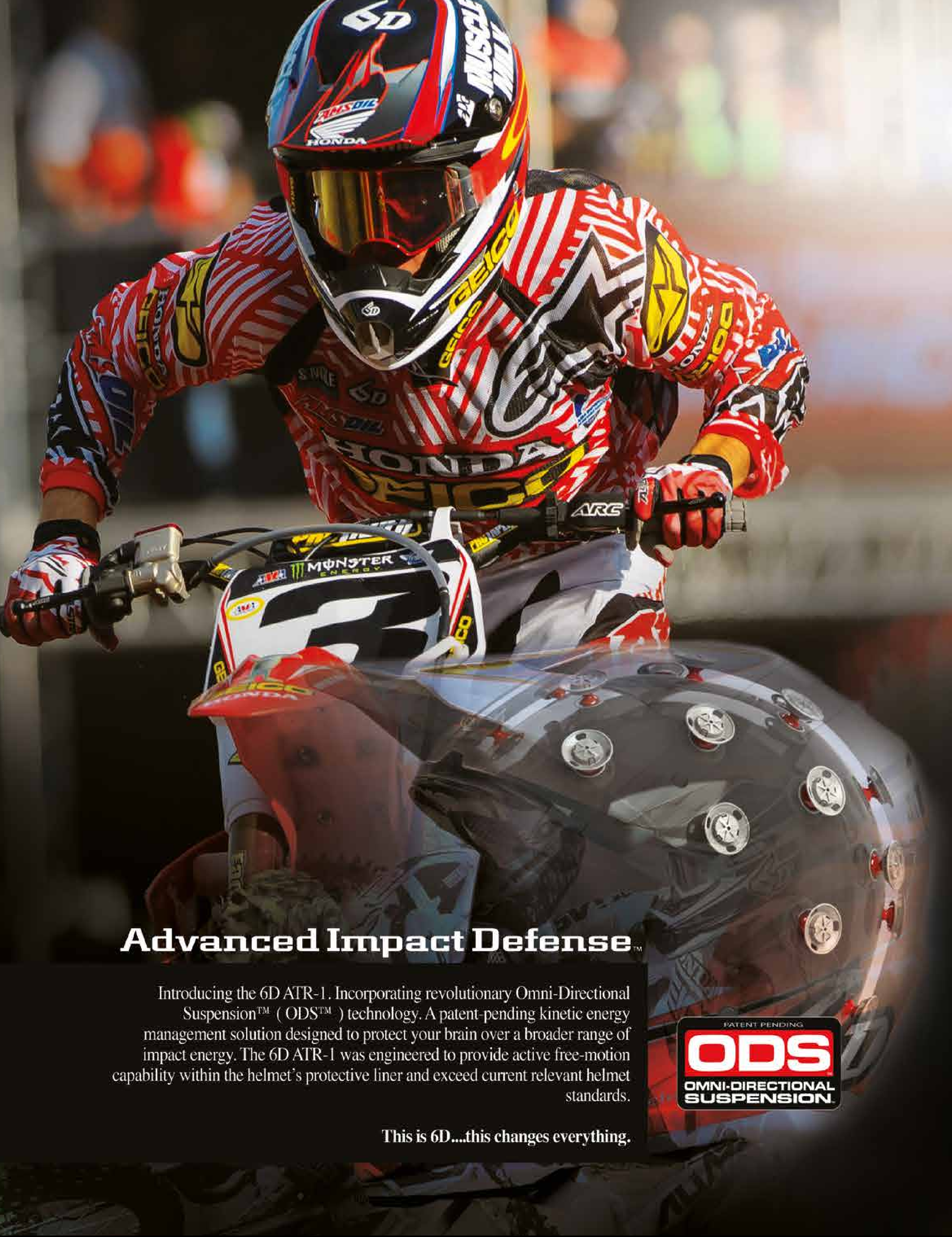

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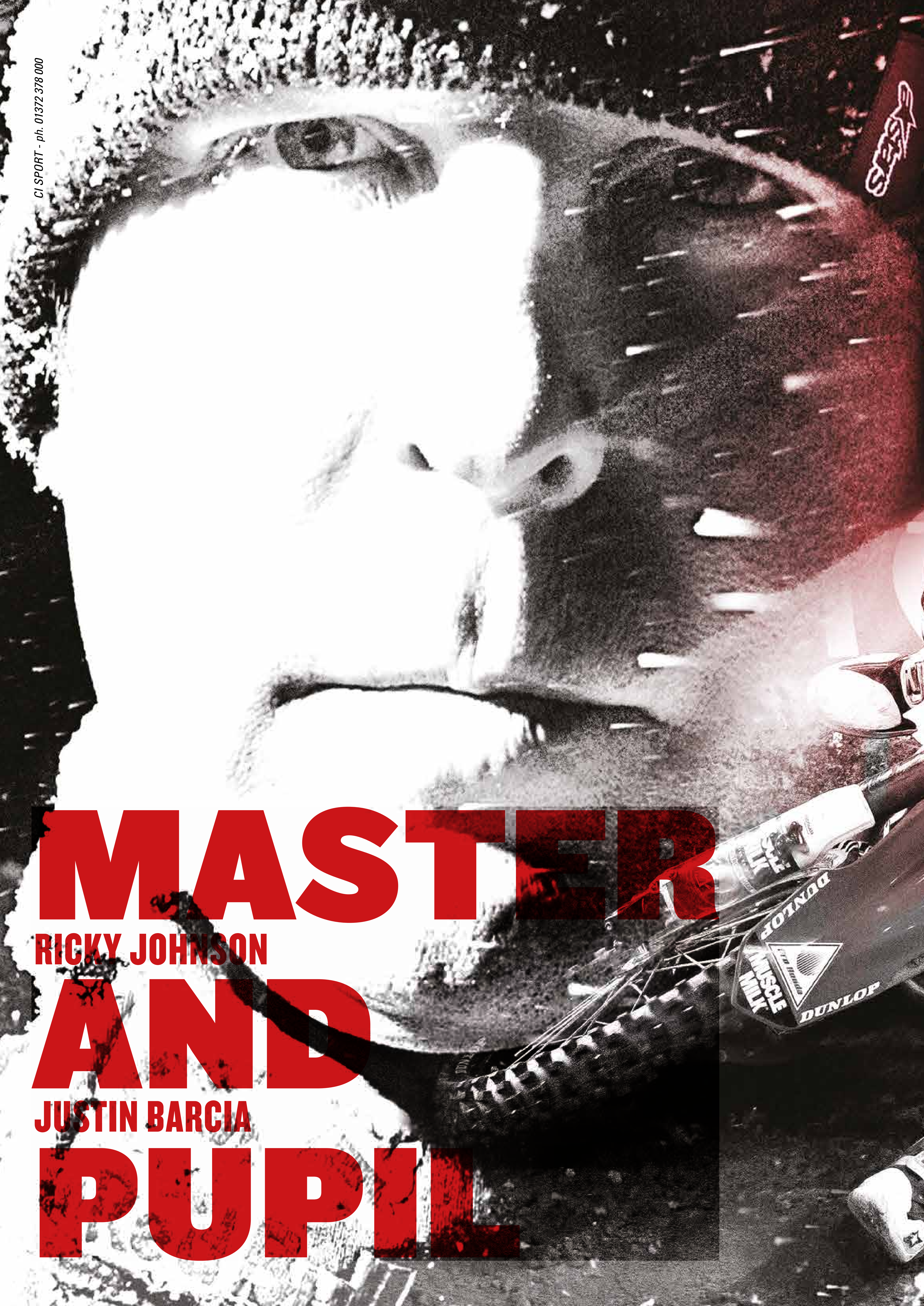
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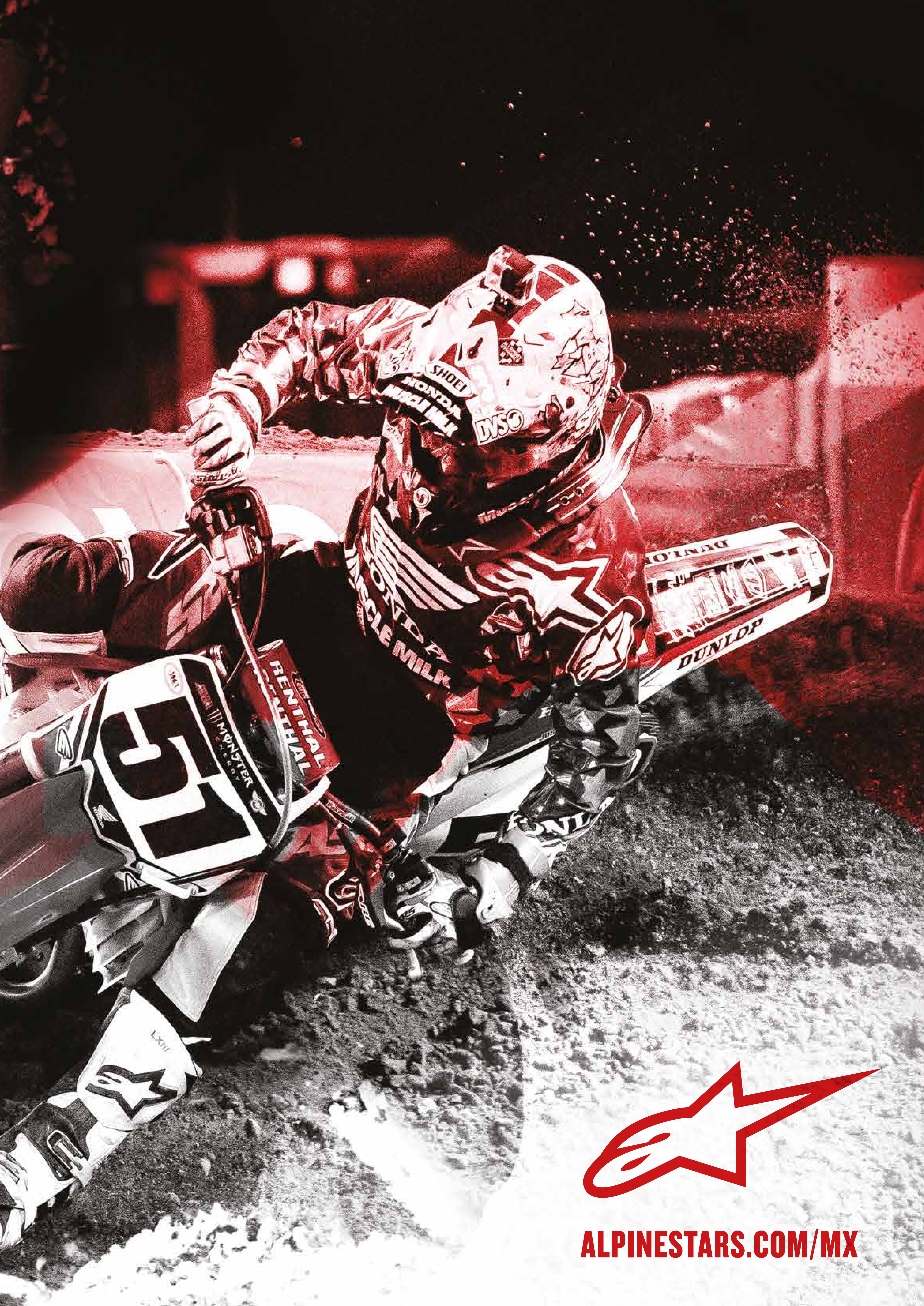
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JEFFREY HERLINGS

CRISIS OR CAREFUL

STORY GEOFF MEYER IMAGES RAY ARCHER

Red Bull KTM Factory rider Jeffrey Herlings isn't just your every day racer, he is special, there is no question about that. So much so that many people believe he has the potential to be the greatest Grand Prix rider of all time, better than his mentor Stefan Everts and better than our present King of Motocross, Antonio Cairoli.

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Motocross Illustrated: Jeffrey, watching you on the Friday in Qatar you seemed very relaxed, more so than in your previous seasons. Is that so, did you feel more relaxed?

Herlings: I don't want to rush things, because everyone knows I have been injured for nearly six months and I only had three weeks preparation for the opening GP of the season. I mean I got injured at the Grand Prix of Belgium in August and I have been injured since beginning of February. I am not in good shape, its alright, but not anything like I can be. My attitude at the moment is just ride steady, don't get injured, race calm and smart and if I can't win then I get second or third or something. For sure I am trying to ride calmer than in the past. I was only young and I am a little older and three years ago I would just wind the throttle and see how it goes. I want to ride more like Antonio (Cairoli) just ride as hard as I need to, that is how you win championships.

Motocross Illustrated: Are you also concerned you will struggle in the longer motos?

Herlings: My fitness was good, on that track you needed a good start and I pulled a holeshot in the first moto in Qatar on the Friday. They watered it a lot and the track was flattened and it was hard to make a difference. I am only three weeks on the bike after not riding for months. I just wanted to ride smart and not do anthing silly.

Motocross Illustrated: Like last year some riders were faster than we expected. Were you surprised in that first moto in Qatar with the speed of Ferrandis?

Herlings: I wasn't surprised (by the speed of Ferrandis), I was just riding calm and I am not worried about the competition and I know when my fitness is better they won't be able to stay with me. This was a short race and those French riders are very aggressive. The two motos today will be longer and it won't be a problem.

Motocross Illustrated: At some moment you seemed to be two or three seconds quicker than the other MX2 guys. Did you have some laps where you pushed hard?

Herlings: I never pushed at all in the first race of the season. To race at my maximum level it tough at the moment. I had not been racing at my top level for a long time and the more I ride I will get better and better. Our bikes have improved this year and we are fast out of the start and I felt I could win in Qatar, just two good starts and do't crash, and I can win. By the time we get to Brazil I want to be much faster.

Motocross Illustrated: In Qatar you were

Red Bull
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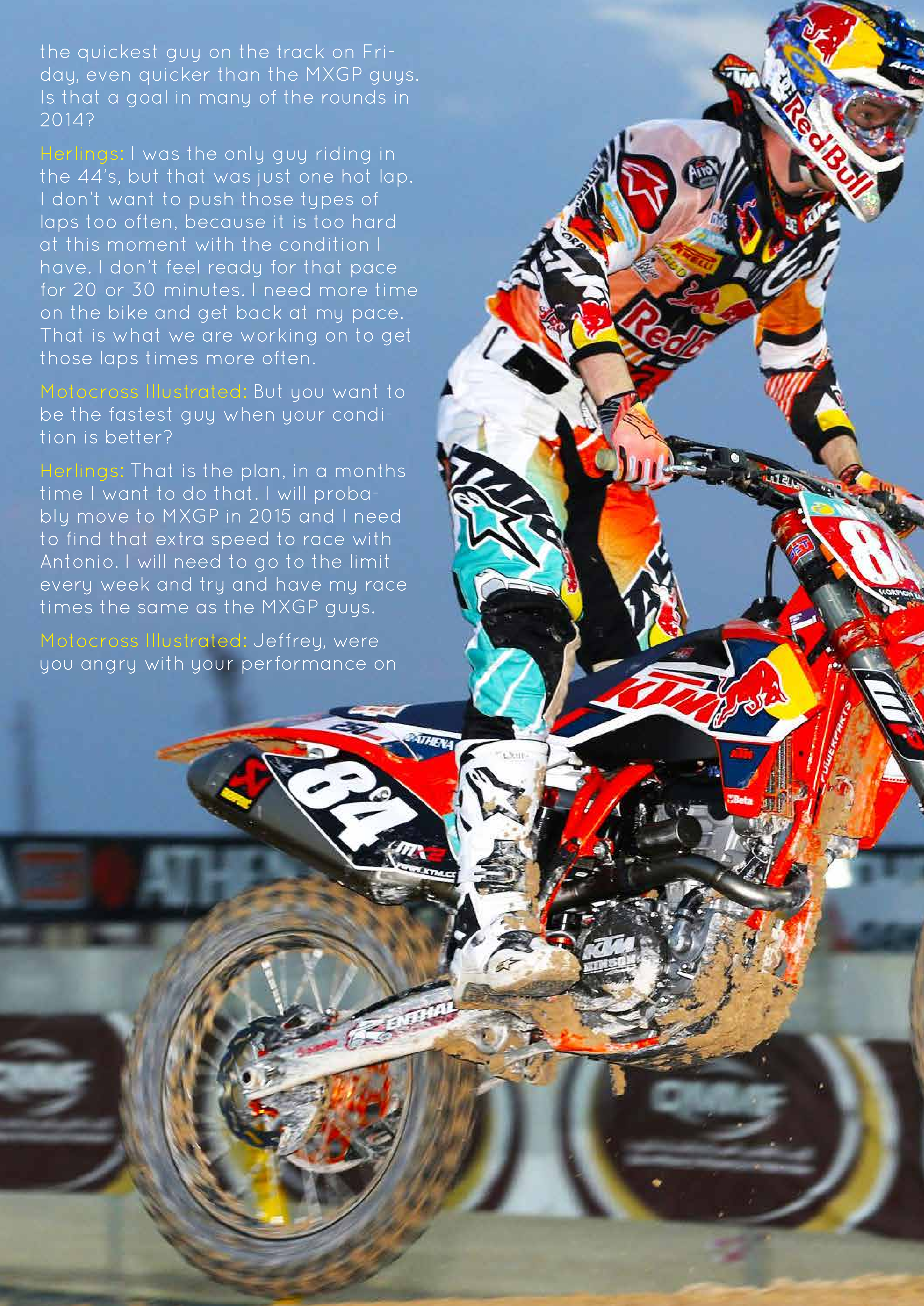
the quickest guy on the track on Friday, even quicker than the MXGP guys. Is that a goal in many of the rounds in 2014?

Herlings: I was the only guy riding in the 44's, but that was just one hot lap. I don't want to push those types of laps too often, because it is too hard at this moment with the condition I have. I don't feel ready for that pace for 20 or 30 minutes. I need more time on the bike and get back at my pace. That is what we are working on to get those laps times more often.

Motocross Illustrated: But you want to be the fastest guy when your condition is better?

Herlings: That is the plan, in a months time I want to do that. I will probably move to MXGP in 2015 and I need to find that extra speed to race with Antonio. I will need to go to the limit every week and try and have my race times the same as the MXGP guys.

Motocross Illustrated: Jeffrey, were you angry with your performance on



the Saturday in Qatar?

Herlings: Maybe a little, I know what I am capable of, and I know the work I have been doing, so much hard work and so disappointing and not know why my starts are so bad and I had to pass so many riders, like 20 riders before I get to first and with the races five minutes shorter you need to get used to that. Friday was okay, but Saturday was not good. Unfortunately for Anstie he should have won this GP, but I got the win with his DNFs. I was kind of embarrassed and I had like a bunch of starts, like a 1000 and I was like last out of the start.

Motocross Illustrated: You know you have given these guys a little bit of hope don't you?

Herlings: Yes, I just gave these guys hope, and I just wanted to go there to Thailand, and destroy those guys, I wanted to try and dominate and try and win by 20 seconds plus. I mean in Qatar I might have still beaten Anstie even if he didn't DNF, but I know what the problems are and it is all in the starts. The track wasn't difficult, shorter motos, and it was all about the starts. I will be okay in Thailand.

Motocross Illustrated: The dirt seemed funny at Qatar, really unreliable, or not? What made it difficult in Qatar?

Herlings: It was weird, it's the weirdest track I have ridden in a long time. It was hard to pass, it was problem for everyone. I stayed calm, won a moto, did what I had to do, got 47 points, won the GP, have a seven point lead, so it is not too bad, but I know what I have to do. I will fly home to Holland and ride a little and get prepared for winning in Thailand.

Motocross Illustrated: Two weeks in Qatar and Thailand. How did you find it?

Herlings: I love it, but I flew home Sunday after Qatar, and flew back to Thailand on the Thursday before the GP, so I didn't treat it as a holiday. I needed to ride my bike, so I flew home and ride a few times in the week. It's nice to be in Qatar and Thailand and the tracks are really nice and it is good to see all the teams and people from the GP's again after a long winter. I also looked forward to going to Thailand, but also going back to Europe and racing in places like Italy and Holland.

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FIM WORLD MOTOCROSS CHAMPIONSHIP 2014

GRAND PRIX OF THAILAND

Story Youthstream Images Ray Archer

There can be no denying that the Red Bull KTM Factory team took control of the 2014 FIM World Motocross Champion with their defending MXGP and MX2 Champion Antonio Cairoli and Jeffrey Herlings both going 1-1 in the heat of Thailand.

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PIRELLI
MOTUL

Bags of ice were as valuable and as rare as bags of gold today at round two of the FIM Motocross World Championship in Si Racha, Thailand. Hot and humid, the riders were up against it with temperatures soaring well above forty degrees in direct sunlight. Meanwhile the organizers and track management crew were also faced with a challenge and did an outstanding job keeping the dust at bay, with more than 50,000 Liters of water being sprayed out over the day. Despite the testing climate it was a slight bout of déjà vu today as both Red Bull KTM Factory Racing world champions Antonio Cairoli and Jeffrey Herlings took home double victories for the second consecutive year.

It's a well-known fact, the rougher the better for Cairoli, and the challenging circuit in Si Racha didn't fail to deliver. Putting his incredible repertoire of dirt bike skills on full display for the world to see, Cairoli took his Red Bull KTM Factory Racing KTM 350SX-F to an outstanding double victory for the second year running. At the next round of MXGP in Brazil, Cairoli, the new MXGP points leader, will be running the red plate.

Herlings appeared to be back in his expected form this weekend in Thailand. The current FIM MX2 World Champion amazingly took the Fox Head Holeshot in moto one, and went on to dominate in typical Herlings style. In race two, Herlings was off to another good start, moving into second before the third turn with only Max Anstie in front. Although Max Anstie did a great job at leading the first half of the race, it wasn't long before Herlings found his rhythm and passed Anstie to win his second race of the day by plus eight seconds.

MXGP Race 1: 1. Antonio Cairoli (ITA, KTM), 34:26.300; 2. Clement Desalle (BEL, Suzuki), +0:14.798; 3. Jeremy Van Horebeek (BEL, Yamaha), +0:31.856; 4. Gautier Paulin (FRA, Kawasaki), +0:37.008; 5. Kevin Strijbos (BEL, Suzuki), +0:44.884; 6. Maximilian Nagl (GER, Honda), +0:50.347; 7. Shaun Simpson (GBR, KTM), +0:56.111; 8. Davide Guarneri (ITA, TM), +1:09.408; 9. Xavier Boog (FRA, Honda), +1:10.985; 10. Todd Waters (AUS, Husqvarna), +1:13.856.

MXGP Race 2: 1. Antonio Cairoli (ITA, KTM), 35:05.060; 2. Clement Desalle (BEL, Suzuki), +0:13.336; 3. Jeremy Van Horebeek (BEL, Yamaha), +0:30.809; 4. Maximilian Nagl (GER, Honda), +0:47.127; 5. Evgeny Bobryshev (RUS, Honda), +1:00.667; 6. Todd Waters (AUS, Husqvarna), +1:01.753; 7. Rui Goncalves (POR, Yamaha), +1:03.518; 8. Davide Guarneri (ITA, TM), +1:07.127; 9. Gautier Paulin (FRA, Kawasaki), +1:11.149; 10. Xavier Boog (FRA, Honda), +1:22.690;

MXGP Overall: 1. Antonio Cairoli (ITA, KTM), 50 points; 2. Clement Desalle (BEL, SUZ), 44 p.; 3. Jeremy Van Horebeek (BEL, YAM), 40 p.; 4. Maximilian Nagl (GER, HON), 33 p.; 5. Gautier Paulin (FRA, KAW), 30 p.; 6. Evgeny Bobryshev (RUS, HON), 26 p.; 7. Todd Waters (AUS, HUS), 26 p.; 8. Davide Guarneri (ITA, TM), 26 p.; 9. Shaun Simpson (GBR, KTM), 24 p.; 10. Xavier Boog (FRA, HON), 23 p.

MXGP World Championship Classification: 1. Antonio Cairoli (ITA, KTM), 92 points; 2. Maximilian Nagl (GER, HON), 76 p.; 3. Gautier Paulin (FRA, KAW), 75 p.; 4. Jeremy Van Horebeek (BEL, YAM), 72 p.; 5. Clement Desalle (BEL, SUZ), 71 p.; 6. Evgeny Bobryshev (RUS, HON), 51 p.; 7. Kevin Strijbos (BEL, SUZ), 50 p.; 8. Steven Frossard (FRA, KAW), 49 p.; 9. Todd Waters (AUS, HUS), 43 p.; 10. Joel Roelants (BEL, HON), 38 p.

MX2 Race 1 top ten: 1. Jeffrey Herlings (NED, KTM), 34:33.175; 2. Glenn Coldenhoff (NED, Suzuki), +0:05.414; 3. Arnaud Tonus (SUI, Kawasaki), +0:07.604; 4. Dylan Ferrandis (FRA, Kawasaki), +0:13.176; 5. Jordi Tixier (FRA, KTM), +0:21.196; 6. Max Anstie (GBR, Yamaha), +0:28.504; 7. Aleksandr Tonkov (RUS, Husqvarna), +0:39.462; 8. Alessandro Lupino (ITA, Kawasaki), +0:44.566; 9. Romain Febvre (FRA, Husqvarna), +0:50.447; 10. Christophe Charlier (FRA, Yamaha), +0:53.144;

MX2 Race 2 top ten: 1. Jeffrey Herlings (NED, KTM), 35:13.794; 2. Max Anstie (GBR, Yamaha), +0:07.774; 3. Romain Febvre (FRA, Husqvarna), +0:17.075; 4. Glenn Coldenhoff (NED, Suzuki), +0:20.185; 5. Dylan Ferrandis (FRA, Kawasaki), +0:26.701; 6. Jordi Tixier (FRA, KTM), +0:30.492; 7. Alessandro Lupino (ITA, Kawasaki), +0:48.060; 8. Aleksandr Tonkov (RUS, Husqvarna), +0:54.571; 9. Arnaud Tonus (SUI, Kawasaki), +0:59.486; 10. Jose Butron (ESP, KTM), +1:04.789;

MX2 Overall top ten: 1. Jeffrey Herlings (NED, KTM), 50 points; 2. Glenn Coldenhoff (NED, SUZ), 40 p.; 3. Max Anstie (GBR, YAM), 37 p.; 4. Dylan Ferrandis (FRA, KAW), 34 p.; 5. Romain Febvre (FRA, HUS), 32 p.; 6. Arnaud Tonus (SUI, KAW), 32 p.; 7. Jordi Tixier (FRA, KTM), 31 p.; 8. Alessandro Lupino (ITA, KAW), 27 p.; 9. Aleksandr Tonkov (RUS, HUS), 27 p.; 10. Jose Butron (ESP, KTM), 19 p.

MX2 World Championship Classification Top Ten: 1. Jeffrey Herlings (NED, KTM), 97 points; 2. Dylan Ferrandis (FRA, KAW), 74 p.; 3. Glenn Coldenhoff (NED, SUZ), 69 p.; 4. Romain Febvre (FRA, HUS), 66 p.; 5. Arnaud Tonus (SUI, KAW), 65 p.; 6. Jordi Tixier (FRA, KTM), 59 p.; 7. Aleksandr Tonkov (RUS, HUS), 58 p.; 8. Jose Butron (ESP, KTM), 50 p.; 9. Alessandro Lupino (ITA, KAW), 42 p.; 10. Max Anstie (GBR, YAM), 41 p.

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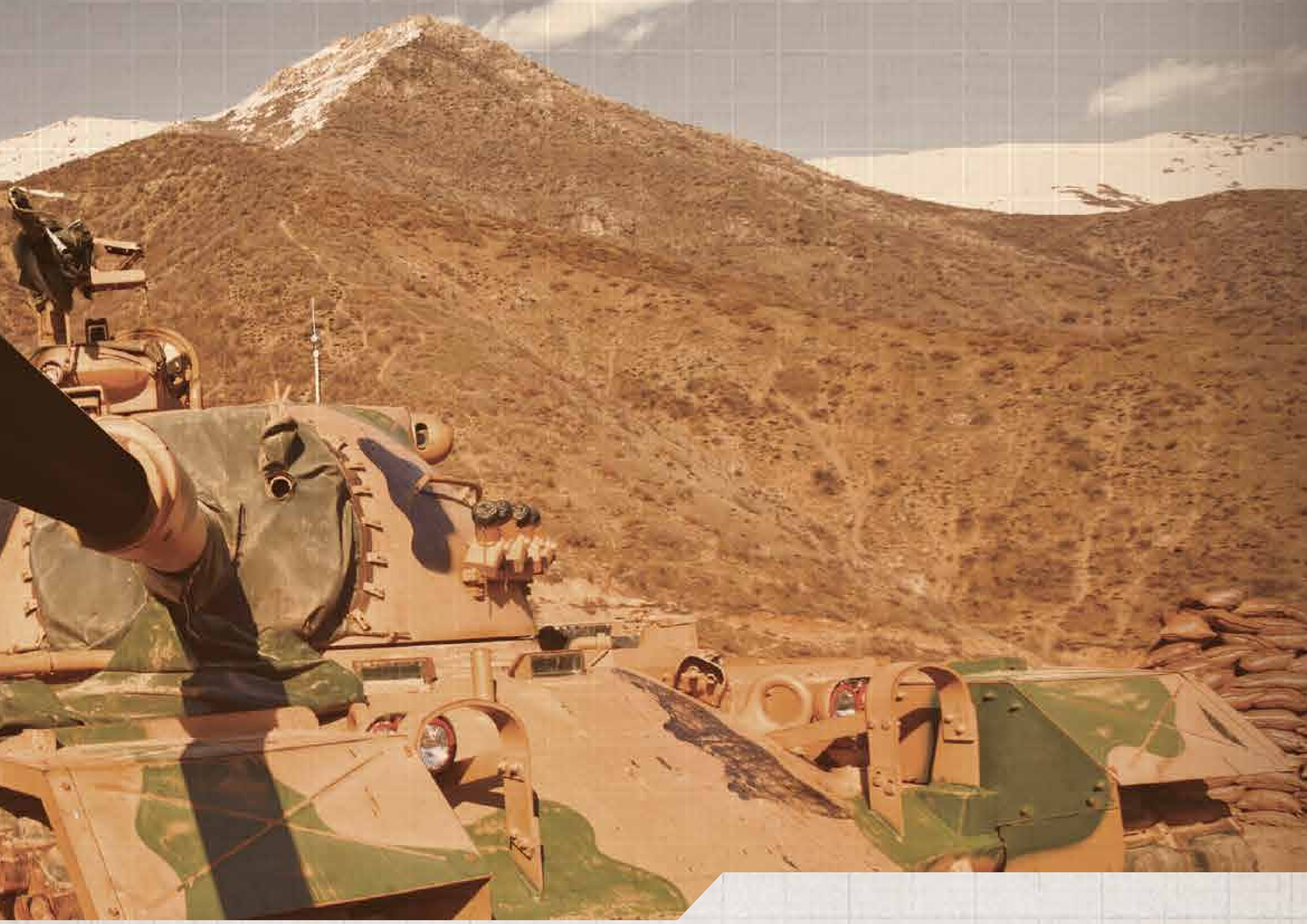

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FIM WORLD MX CHAMPIONSHIP

BATTLE IN THE DESERT

QATAR

STORY GEOFF MEYER

The Grand Prix of Qatar was a huge success, both in the way the even was run and also the quality of the racing. In both MXGP and MX2 there were battles everywhere as the treacherous circuit caught riders out time and time again.

The two favorites for the MXGP and MX2 titles Antonio Cairoli and Jeffrey Herlings both had miserable times and despite both finishing on the podium with third and first positions in their classes, both looked a little out of sorts, well actually Herlings looked terrible.

One thing that is sure, both championships are alive and well and it Is going to take a massive effort from the two defending champions to fight off the competition in 2014. Herlings with more time on the bike should come good within a few weeks, and Cairoli with his injury improving race by race will also improve. What both riders missed was that final five minutes (the races have been shortened

Monster Energy Kawasaki riders dominated in the MXGP class. Here are Gautier Paulin and Steven Frossard battling for a moto win. Photographer: Sarah Gutierrez

to 30 minutes and two laps, down from 35 minutes and two laps).

The highlights of Qatar were obvious. The stunning speed of Max Anstie who could so easily have gone 1-1, but instead went DNF-DNF. The Bike It Yamaha rider confident he has finally found the team that can give him the bikes to find his real speed, the speed he showed back in 2007 and 2008 when he was as fast as Jeffrey Herlings and Ken Roczen, when the three battled in the European Championships.

Or the performance of Dylan Ferrandis, winning the opening moto of the season and finishing on the podium, his second in two races after finishing on the podium in the deep sand of Lierop at the tail end of the 2013 season.

And last but not least Gautier Paulin. His victory added to the already heavy betting that he might just be the man to finally give Cairoli a run right up until the final GP of the season, a battle the Italian has not had in many, many years.

One of the disappointments was of course Red Bull IceOne Husqvarna Factory team rider Tyla Rattray having to retire from the event with his injury little finger. The South African has struggled somewhat in the pre-season races and it will be interesting to see how he can perform when he comes back from his hand operation.

GAUTIER PAULIN

“The goal this season is to get good results at every GP. The entire team has worked a lot this winter to achieve this, and to start the season with a win at the first GP is a great reward for all of us. We will have the red plate next weekend in Thailand, even if the most important thing will be to have it at the last GP. But it’s already good for the team spirit that we are leading the championship. My second start was better than the first one; I nearly got the holeshot and then led every lap of the race without any mistakes. This is great way to start the season and this is a result of the hard work that the Monster Energy Kawasaki Racing team has put in over the Winter. I was not so happy with the first moto and I had to change my style and some settings of the bike for the second moto. The changes were a step in the right direction and I was able to ride how I like and I controlled the race from the lead. Our goal was to come away with the red plate and we achieved this. Moving on to Thailand next week, I enjoyed the track last year but I will approach the race just like any other GP and focus on the race day and the track conditions then, as it could change from last year.”

MXGP – Race 1 – Classification

1 12 Nagl, Maximilian GER DMSB Honda 34:57.925

2 222 Cairoli, Antonio ITA FMI KTM 34:59.867

3 21 Paulin, Gautier FRA MCM Kawasaki 35:05.752

4 183 Frossard, Steven FRA FFM Kawasaki 35:13.568

5 89 Van Horebeek, Jeremy BEL FMB Yamaha 35:24.537

6 100 Searle, Tommy GBR ACU Kawasaki 35:29.121

7 22 Strijbos, Kevin BEL FMB Suzuki 35:31.510

8 777 Bobryshev, Evgeny RUS MFR Honda 35:32.311

9 25 Desalle, Clement BEL FMB Suzuki 35:32.522

10 34 Roelants, Joel BEL FMB Honda 35:48.002

MXGP – Race 2 – Classification

1 21 Paulin, Gautier FRA MCM Kawasaki 35:04.471

2 183 Frossard, Steven FRA FFM Kawasaki 35:07.244

3 222 Cairoli, Antonio ITA FMI KTM 35:14.412

4 12 Nagl, Maximilian GER DMSB Honda 35:17.595

5 89 Van Horebeek, Jeremy BEL FMB Yamaha 35:24.564

6 25 Desalle, Clement BEL FMB Suzuki 35:28.403

7 100 Searle, Tommy GBR ACU Kawasaki 35:30.122

8 22 Strijbos, Kevin BEL FMB Suzuki 35:42.857

9 777 Bobryshev, Evgeny RUS MFR Honda 36:06.684

10 34 Roelants, Joel BEL FMB Honda 36:09.788

MXGP – Overall Classification

1 21 Paulin, Gautier FRA MCM KAW 20 25 45

2 12 Nagl, Maximilian GER DMSB HON 25 18 43

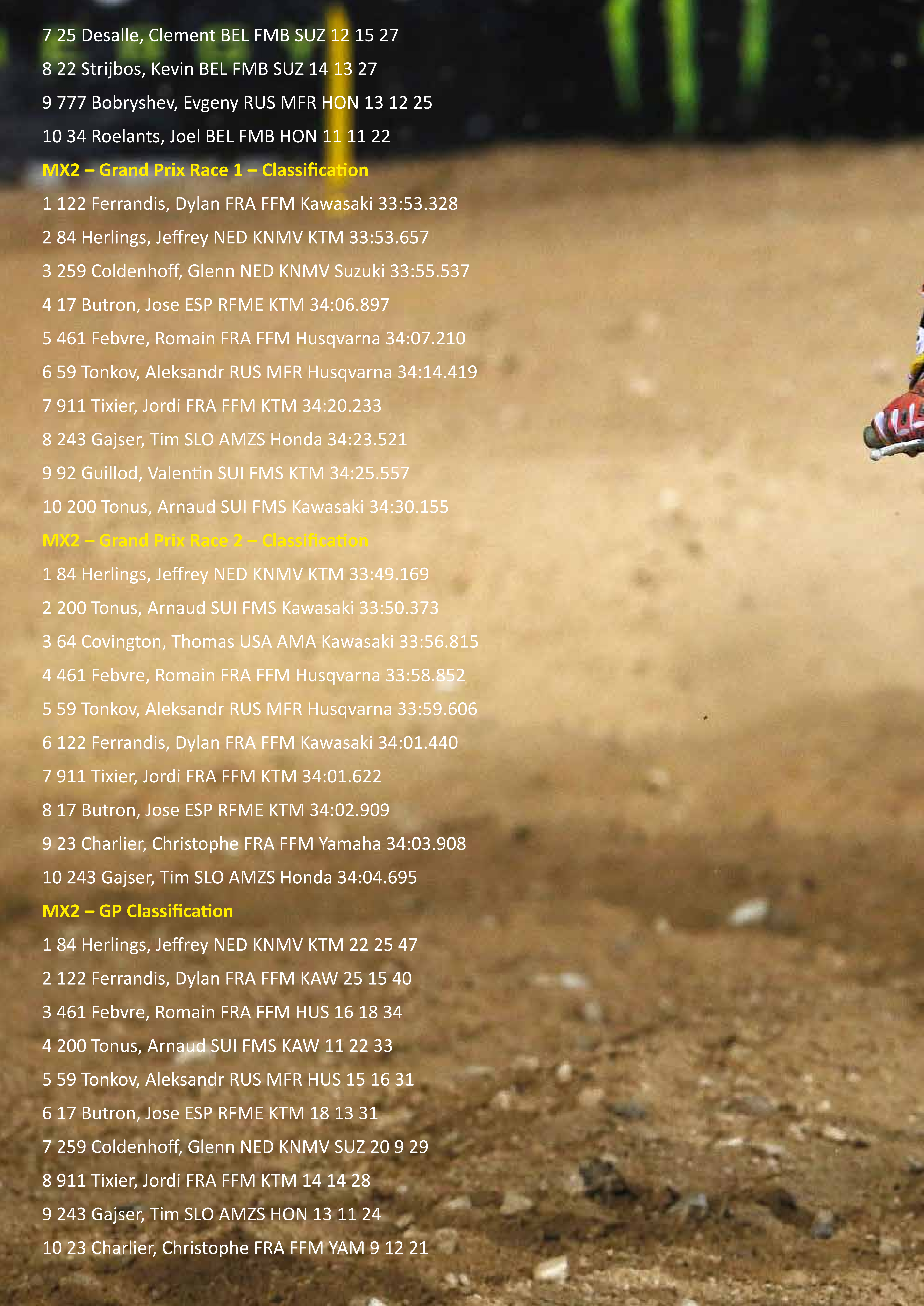
3 222 Cairoli, Antonio ITA FMI KTM 22 20 42

4 183 Frossard, Steven FRA FFM KAW 18 22 40

5 89 Van Horebeek, Jeremy BEL FMB YAM 16 16 32

6 100 Searle, Tommy GBR ACU KAW 15 14 29

Max Anstie had some pretty cool comments after the Grand Prix of Qatar. Beleiving his rival and friend Jeffrey Herlings is more than beatabel in 2014. Yamaha image.



7 25 Desalle, Clement BEL FMB SUZ 12 15 27

8 22 Strijbos, Kevin BEL FMB SUZ 14 13 27

9 777 Bobryshev, Evgeny RUS MFR HON 13 12 25

10 34 Roelants, Joel BEL FMB HON 11 11 22

MX2 – Grand Prix Race 1 – Classification

1 122 Ferrandis, Dylan FRA FFM Kawasaki 33:53.328

2 84 Herlings, Jeffrey NED KNMV KTM 33:53.657

3 259 Coldenhoff, Glenn NED KNMV Suzuki 33:55.537

4 17 Butron, Jose ESP RFME KTM 34:06.897

5 461 Febvre, Romain FRA FFM Husqvarna 34:07.210

6 59 Tonkov, Aleksandr RUS MFR Husqvarna 34:14.419

7 911 Tixier, Jordi FRA FFM KTM 34:20.233

8 243 Gajser, Tim SLO AMZS Honda 34:23.521

9 92 Guillod, Valentin SUI FMS KTM 34:25.557

10 200 Tonus, Arnaud SUI FMS Kawasaki 34:30.155

MX2 – Grand Prix Race 2 – Classification

1 84 Herlings, Jeffrey NED KNMV KTM 33:49.169

2 200 Tonus, Arnaud SUI FMS Kawasaki 33:50.373

3 64 Covington, Thomas USA AMA Kawasaki 33:56.815

4 461 Febvre, Romain FRA FFM Husqvarna 33:58.852

5 59 Tonkov, Aleksandr RUS MFR Husqvarna 33:59.606

6 122 Ferrandis, Dylan FRA FFM Kawasaki 34:01.440

7 911 Tixier, Jordi FRA FFM KTM 34:01.622

8 17 Butron, Jose ESP RFME KTM 34:02.909

9 23 Charlier, Christophe FRA FFM Yamaha 34:03.908

10 243 Gajser, Tim SLO AMZS Honda 34:04.695

MX2 – GP Classification

1 84 Herlings, Jeffrey NED KNMV KTM 22 25 47

2 122 Ferrandis, Dylan FRA FFM KAW 25 15 40

3 461 Febvre, Romain FRA FFM HUS 16 18 34

4 200 Tonus, Arnaud SUI FMS KAW 11 22 33

5 59 Tonkov, Aleksandr RUS MFR HUS 15 16 31

6 17 Butron, Jose ESP RFME KTM 18 13 31

7 259 Coldenhoff, Glenn NED KNMV SUZ 20 9 29

8 911 Tixier, Jordi FRA FFM KTM 14 14 28

9 243 Gajser, Tim SLO AMZS HON 13 11 24

10 23 Charlier, Christophe FRA FFM YAM 9 12 21

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Jeffrey Herlings is still the King of the MX2 class. Ray Archer image

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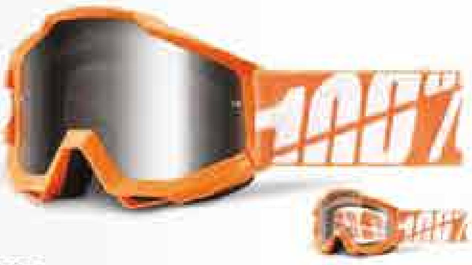

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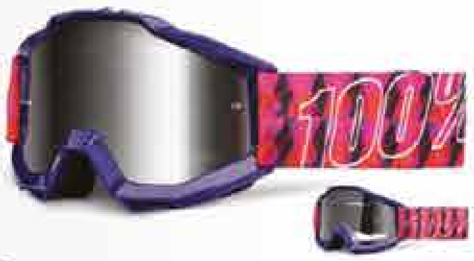
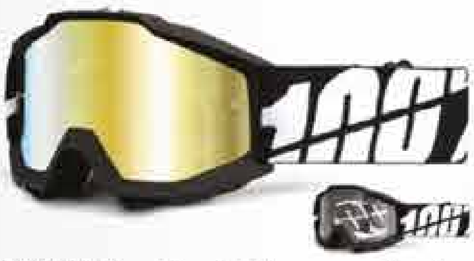
Mirror Lens: # 50310-054-02
Clear Lens: # 50300-054-02



NEW **SULTAN** *Mirror Silver lens* *Clear lens*

Mirror Lens: # 50310-063-02
Clear Lens: # 50300-063-02



NEW **BLACK TORNADO** *Mirror Gold lens* *Clear lens*

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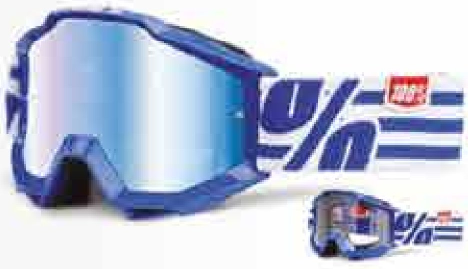
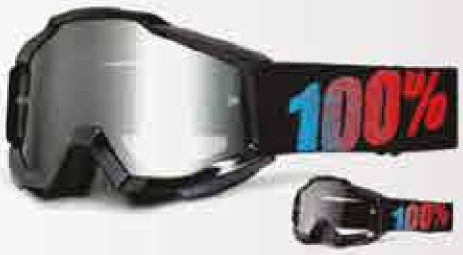
Clear Lens: # 50300-061-02



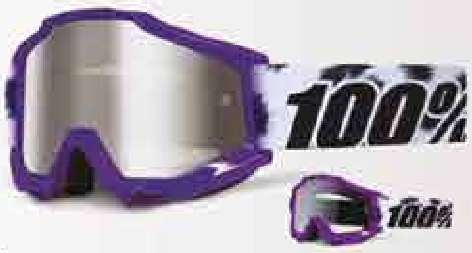
NEW **NIMITZ** *Mirror Blue lens* *Clear lens*

Mirror Lens: # 50310-062-02
Clear Lens: # 50300-062-02



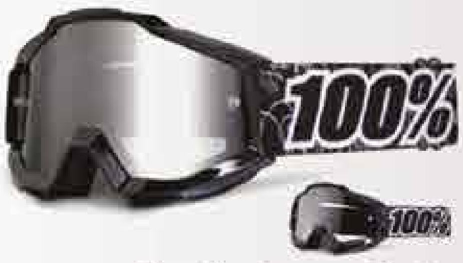
BLACK *Mirror Silver lens* *Clear lens*

Mirror Lens: # 50310-001-02
Clear Lens: # 50300-001-02



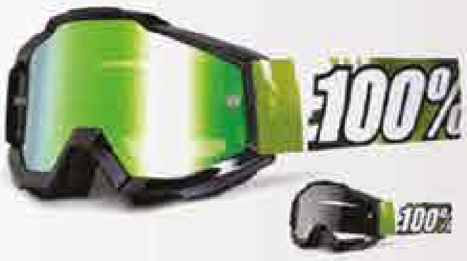
CHEETAH *Mirror Silver lens* *Clear lens*

Mirror Lens: # 50310-038-02
Clear Lens: # 50300-038-02



GRAPH *Mirror Silver lens* *Clear lens*

Mirror Lens: # 50310-041-02
Clear Lens: # 50300-041-02



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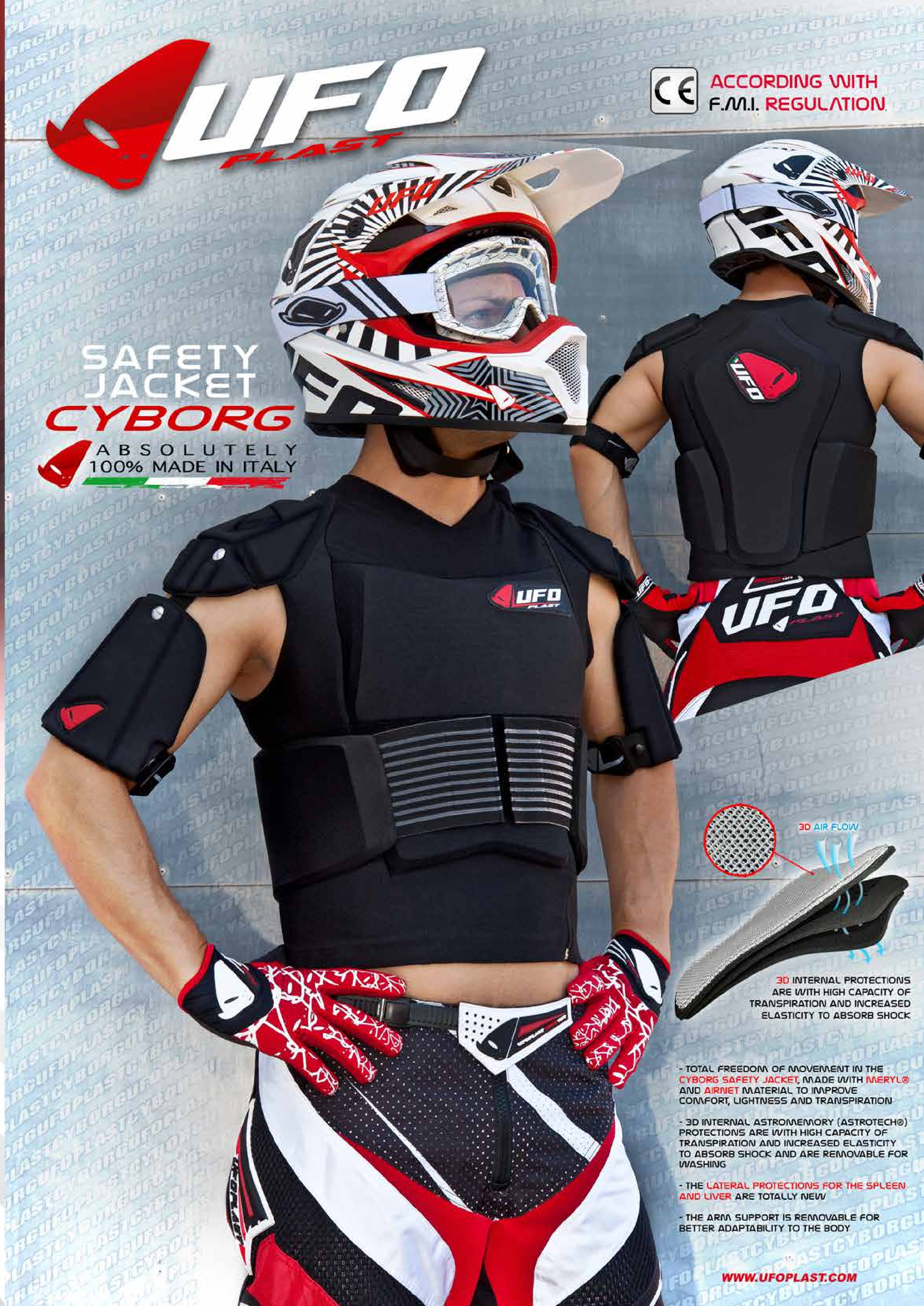

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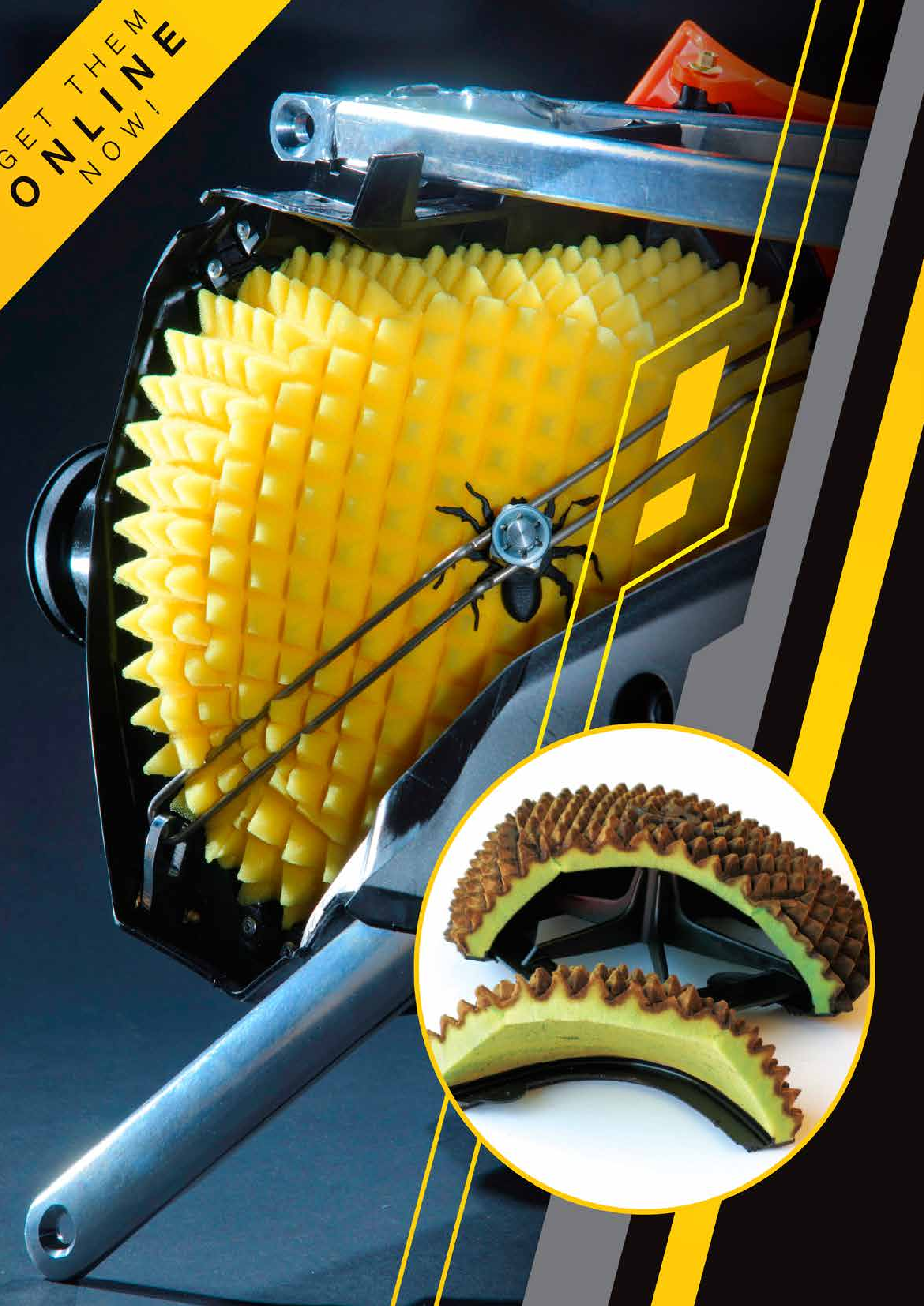
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Gautier Paulin

GREEN WITH ENVY

Story Meyer images Sarah Gutierrez

Gautier Paulin is possibly the most talented rider in the MXGP class. A style that is just beautiful to watch and a friendly nature. makes him very popular The advangate Antonio Cairoli has over him is probably as much mental as physical and its a gap the Frenchman is closing slowly.

Gautier Paulin of the Monster Energy Kawasaki team produced a great performance in winning the Grand Prix of Qatar last weekend. The Frenchman entered the opening round as an outside favourite after beating an injured Antonio Cairoli in a pre-season race just two weeks before Qatar.   To nobodies surprise the beautiful style of Paulin suited the circuit for the opening round and his smoothness gave him the upper-hand on his rivals.

Motocross Illustrated: How do you feel after such a good victory?

Paulin: It was great last weekend for sure, because I left the Grand Prix of Qatar with the red plate, but I made mistakes in many places, I struggled in many corners and jumps, and we did some work with the team, because we had problems with the bike, same problems as we had in the International in Italy and I wasn't happy after the first moto and I know I can do better. Second moto wasn't perfect, but it was good and I left this race with a win and it counts for the championship. This isn't a pre-season race, so it counts for the championship and I am proud for the Monster Energy Kawasaki team. I look forward to Thailand now.

Motocross Illustrated: Battling with Frossard in one moto, it was really close racing. Did you ever feel worried that you might have problems on such a tricky circuit?

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Paulin: I was in control, I never ride over 100%. In the battle with Frossard he passed me and I passed him back straight away, in that first moto I had trouble getting to the front, but in that second moto when he passed me I knew it would be tough to get him back so I passed him straight away and then I controlled the lead and it was great.

Motocross Illustrated: What is the goal for this season?

Paulin: The goal this season is to get good results at every GP. The entire team has worked a lot this winter to achieve this, and to start the season with a win at the first GP is a great reward for all of us. We will have the red plate next weekend in Thailand, even if the most important thing will be to have it at the last GP. But it's already good for the team spirit that we are leading the championship. My second start was better than the first one; I nearly got the holeshot and then led every lap of the race without any mistakes. The win in Qatar is a great way to start the season and this is a result of the hard work that the Monster Energy Kawasaki Racing team has put in over the Winter. I was not so happy with the first moto and I had to change my style and some settings of the bike for the second moto. The changes were a step in the right

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direction and I was able to ride how I like and I controlled the race from the lead. Our goal was to come away with the red plate and we achieved this. Moving on to Thailand next week, I enjoyed the track last year but I will approach the race just like any other GP and focus on the race day and the track conditions then, as it could change from last year.

Motocross Illustrated: Now going into Thailand, do you have more confidence?

Paulin: No, not really, I am always confident, I always rider normal, and every time I got on the track and every moto the track is different. I liked Thailand last year, but you never know how the track is, but I always go to a new GP like it's a new track, even if we were there last year, it might not be the same, maybe a lot different, but we see.

Motocross Illustrated: How is the new Kawasaki for 2014?

Paulin: We are ready with the bike a long time, always working harder and harder to improve it. We changed some small things for the second moto, not because of my bike, but because of me, and it was nice to go into the right direction and make the bike feel better for me.

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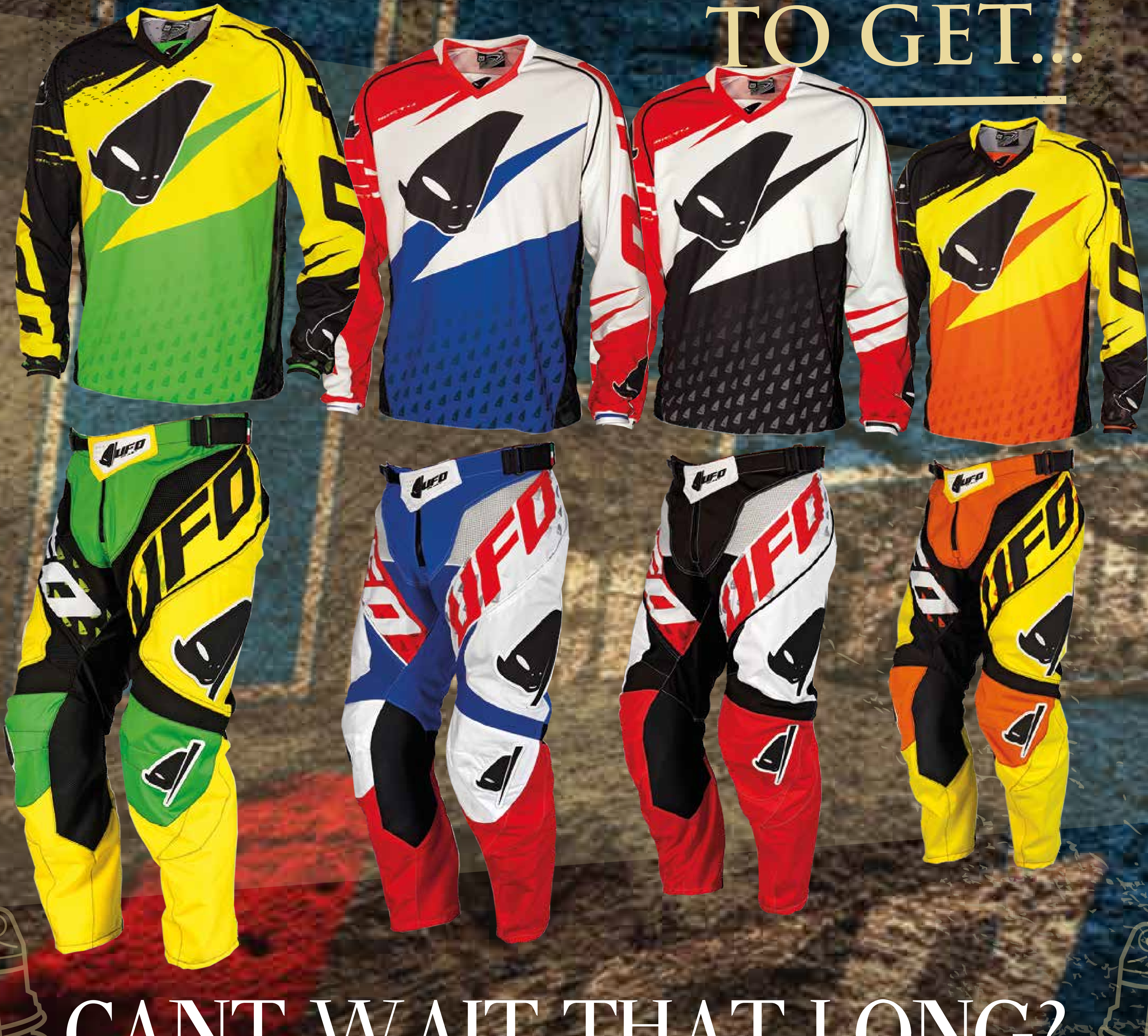

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THE OTHER DUTCHMAN
GLENN COLDENHOFF

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Glenn Coldenhoff continued his impressive start to life with the factory RM-Z250 by earning Rockstar Energy Suzuki Europe's first Grand Prix podium finish since 2010 under steamy Thai sunshine at Si Racha for the second round of 18 in the FIM Motocross World Championship.

The stars of the MX2 class had to deal with a fast – and later very bumpy and demanding - track for the two motos excitedly watched by 22,000 fans. It was in the heat and sunshine that the Dutchman excelled and forged some decent pace to collect second position overall.

The rolling Si Racha layout provided a technical test for the RM-Z250 race machinery with the high temperatures (+35), quick and long jumps and relentless speed. The ground itself was fine and rough in certain sections but hard-pack and slick in others. The inclined start straight meant a hefty uphill drag into the wide first turn and the setting overall made for a spectacular racing prospect.

Coldhenhoff signalled his intention from the beginning by capturing a decent third position in Saturday's Qualification Heat. He then used the power of his 250cc four-stroke motor to dive around the opening corners in the first of the 30 minutes and two-lap motos inside the leading group. Coldenhoff pressurised Dylan Ferrandis during the first phase of the race and became increasingly threatening, especially with a quick outside line up the steepest part of the course. Once he scooped the runner-up spot he

had to fend off Arnaud Tonus in the last two laps but reached the finish line with second position. He backed that up with a solid third place in the second race. ‘The Hoff’ felt the sapping affects of the heat more strongly in the final minutes but a 22-20 scorecard put Suzuki and the RM-Z250 back on the rostrum.

With the MX2 series just two rounds old, Coldenhoff holds third in the points standings. Rockstar Energy Suzuki Europe now have a brief hiatus of two weeks to head back, regroup and perform some more testing ahead of the Grand Prix of Brazil at Beto Carrero (north of Florianopolis) on March 30th.

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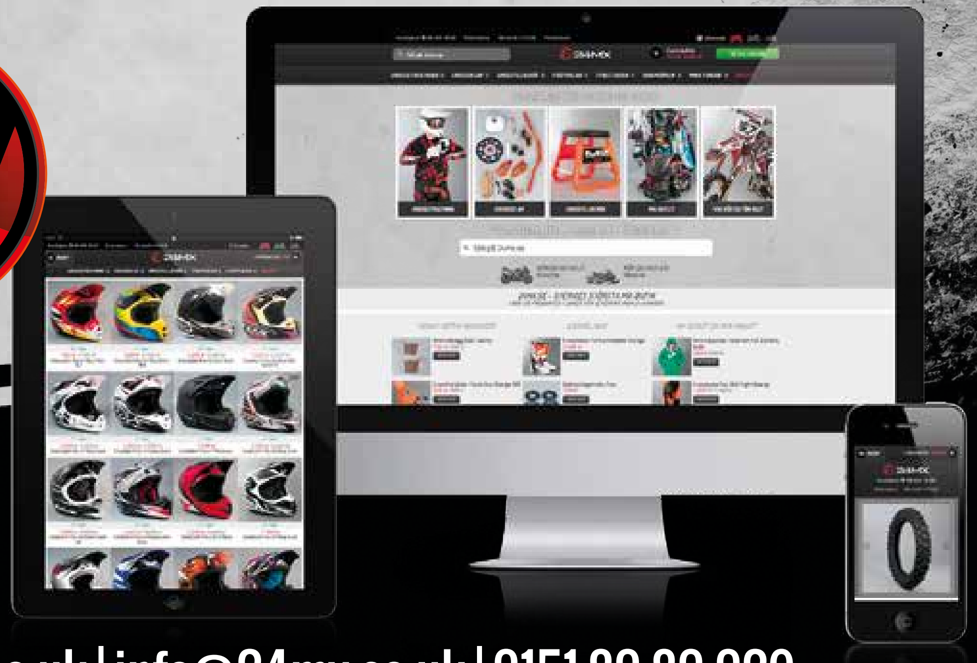

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Defending World MXGP Champion Antonio Cairoli is the King of World Motocross, not just in the FIM World Motocross Championships, but the whole World, and that includes our friends in America. The Red Bull KTM Factory rider started the 2014 season with a consistent podium place in Doha, Qatar and then headed to Thailand and showed his stuff. It is going to be hard work for his rivals and we talked to him about Qatar and what he expects from 2014.

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Motocross Illustrated: Winning again in Thailand, we saw the read Antonio Cairoli today didn't we?

Cairoli: I like this track, I like the country, so maybe it was the real Antonio Cairoli. I had a good week here, really enjoyed being in Thailand, very nice people, and a nice culture. As for the racing, it went well and I could ride how I like to ride. My foot is probably 80%, so I can ride more like I like to ride.

Motocross Illustrated: We all saw the images of your injured foot. How is your injury now?

Cairoli: For riding it is okay, but you can't push over the limit. The doctors told me I need a month to recover, but I didn't have a month to heal. So I started with the race in Qatar. I haven't trained for two weeks, and I think my condition isn't 100%, I wasn't even fit before I hurt my foot and I have done nothing recently, so it's not 100%.

Motocross Illustrated: What did you expect from the opening round last week ?

Cairoli: I knew it was the first round and many people will be going fast, but it's a long season and the first races everyone is fired up. I was enjoying my races in the Italian Championship. My goal is the championship not winning the first GP. My first hope was to race without thinking too much about my feet. I saw in first practice how I felt, and I still wanted to win, but I didn't want to make it worse by some stupid action, or go over my limit.

Motocross Illustrated: Gautier Paulin won the race where you got injured and from all reports he looks pretty strong this year. What is your opinion?

Cairoli: The track was pretty rough, many ruts and different lines. I think he looks good, for sure he is more prepared than last year, I think everyone is more prepared for this year, me too.

Motocross Illustrated: What was the plan for Thailand, to recover from riding with this injury?

Cairoli: My plan was to rest as much as possible, because I was sure it would have some swollen and some problems after Qatar. I couldn't train on the bike in Thailand and I could run a little. I did do some gym and upper body, just to do something, but not much.

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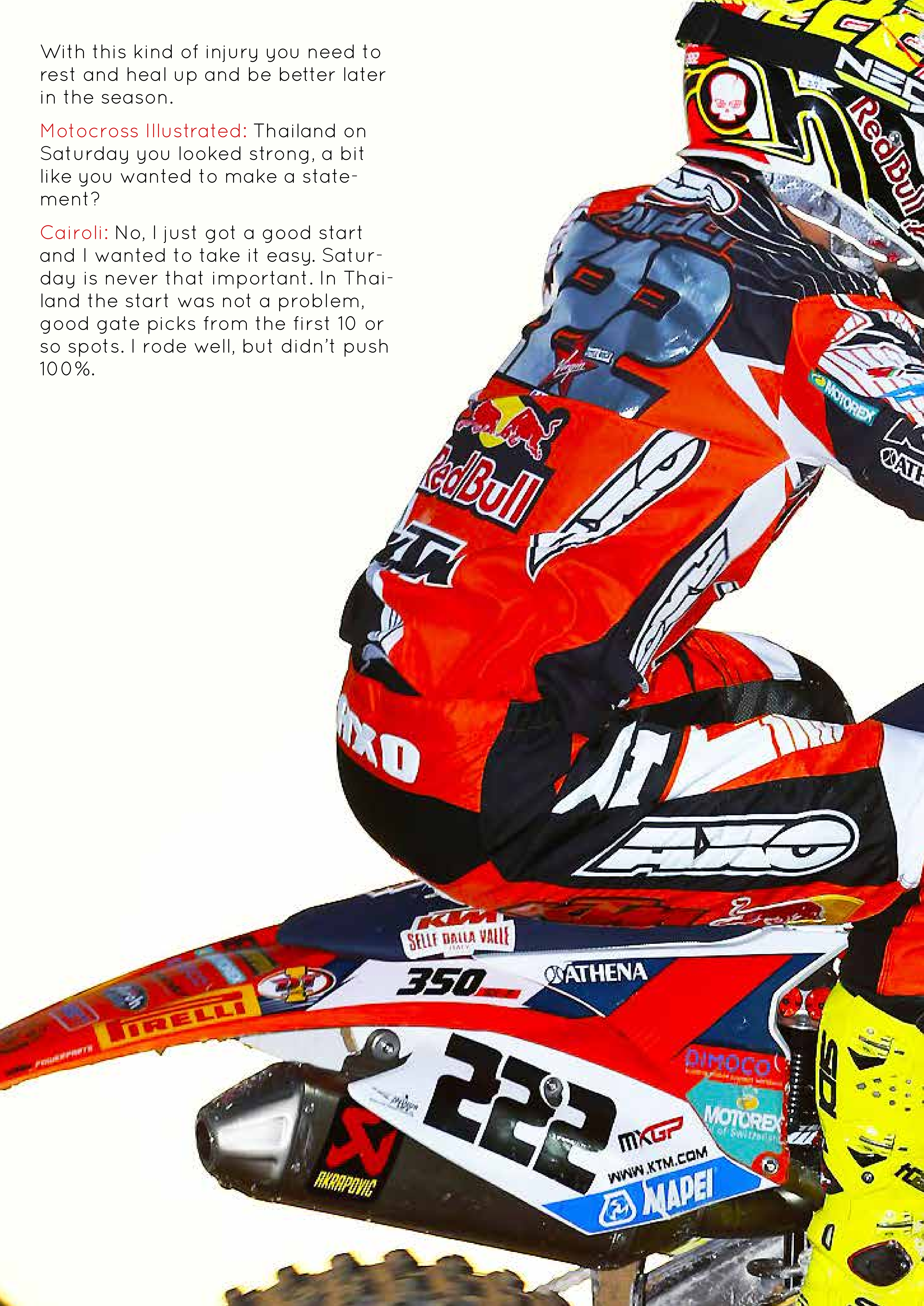
With this kind of injury you need to rest and heal up and be better later in the season.

Motocross Illustrated: Thailand on Saturday you looked strong, a bit like you wanted to make a statement?

Cairoli: No, I just got a good start and I wanted to take it easy. Saturday is never that important. In Thailand the start was not a problem, good gate picks from the first 10 or so spots. I rode well, but didn't push 100%.



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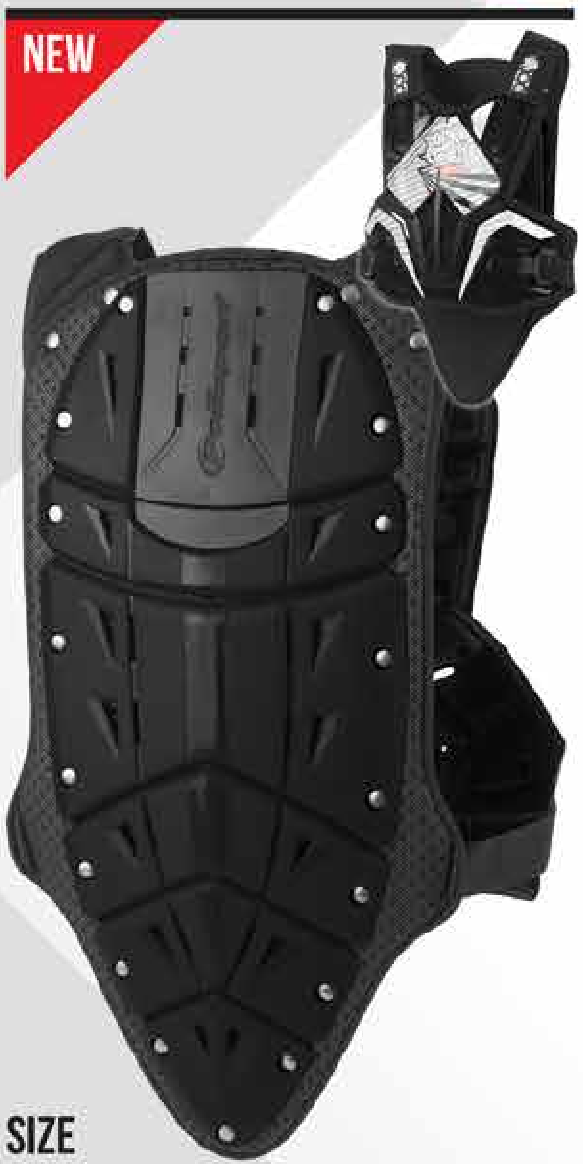

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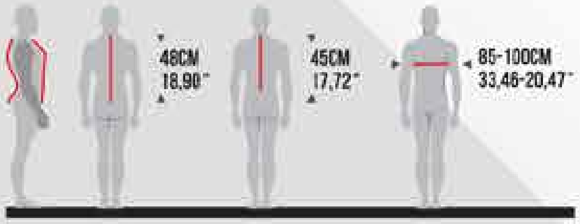
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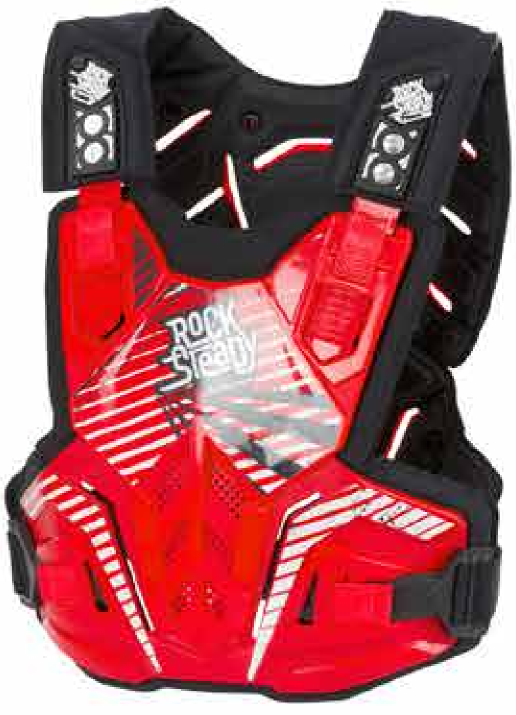

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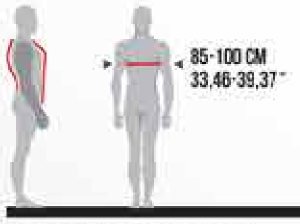
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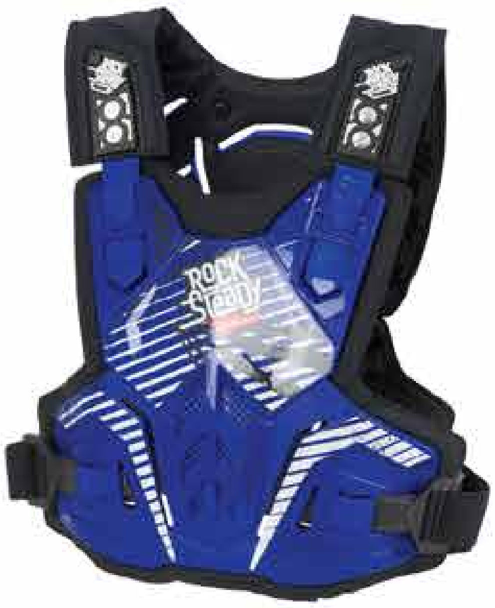

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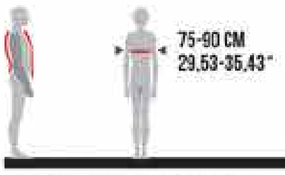
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AFTER 30 YEARS IN THE OFF-ROAD PARTS BUSINESS, WE NEVER STOPPED DEVELOPING AND IMPROVING OUR PRODUCTS, THAT'S WHY WE ARE OEM SUPPLIERS OF SOME OF THE MAIN MOTORCYCLE BRANDS. WE CREATE EXCLUSIVE TECHNOLOGIES, WE CONSTANTLY THINK OF INNOVATIVE PRODUCTS. WE MAKE PERFORMANCE PLASTICS!

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UT SACRIFICE

R WITHOUT SACRIFICING WEAR

PRO PLUS+ FULL SYNTHETIC RACE GRADE OIL

MAXIMA PRO PLUS+ is an ester fortified full synthetic 4T engine oil. PRO PLUS+ is formulated to exceed JASO MA requirements for 4-cycle engines with integrated wet clutches. Balanced additive system minimizes engine deposits while protecting critical engine, transmission and clutch components. PRO PLUS+ is designed to prolong wet clutch life and offers excellent feel.

- **Exceeds JASO MA /API SL Specs**
- **Ester Fortified Full Synthetic**
- **Next Generation Additives Protect Against Wear and Deposits**

For maximum performance, protection and reliability use Maxima Racing Oils.

2013 AMA Supercross Champion

Ryan Villopoto #1

MAXIMA RACING OILS ARE USED AND ENDORSED BY

MONSTER ENERGY PRO CIRCUIT Kawasaki

MONSTER ENERGY Kawasaki

RYAN VILLOPOTO has trusted the Maxima brand since he started racing – long before he was an AMA Supercross Champion

ALIAS
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A1
ADVANCE SERIES

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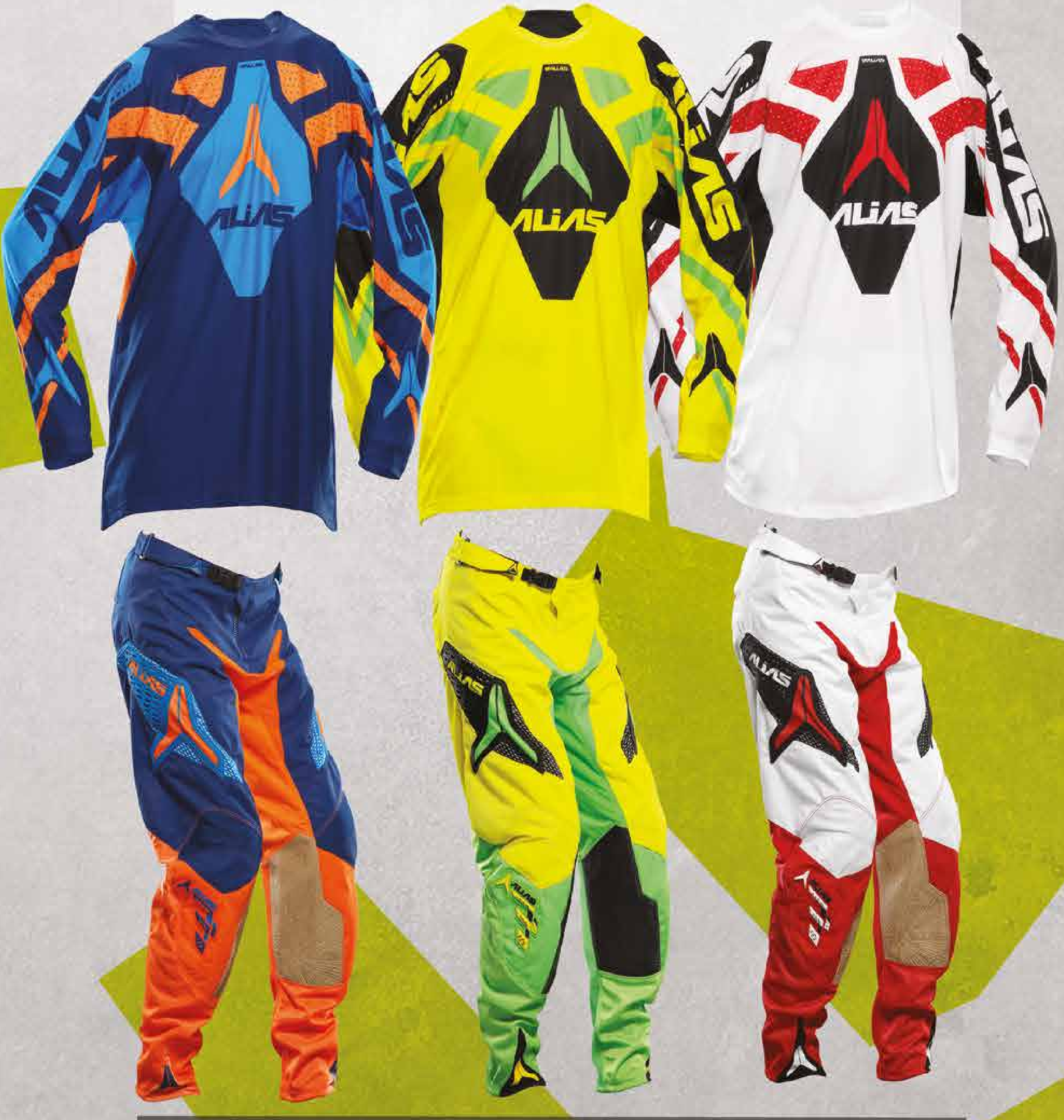
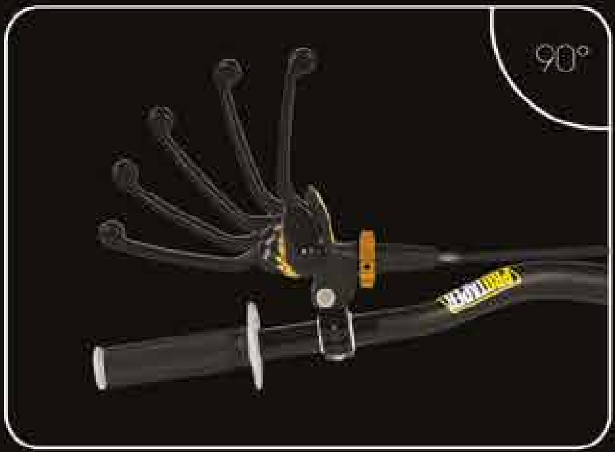
A1 Series Jersey - Non fade/non shrink 100% sublimated moisture managing polyesterOpen mesh panels for airflow and cooling The fit and durability are race proven.

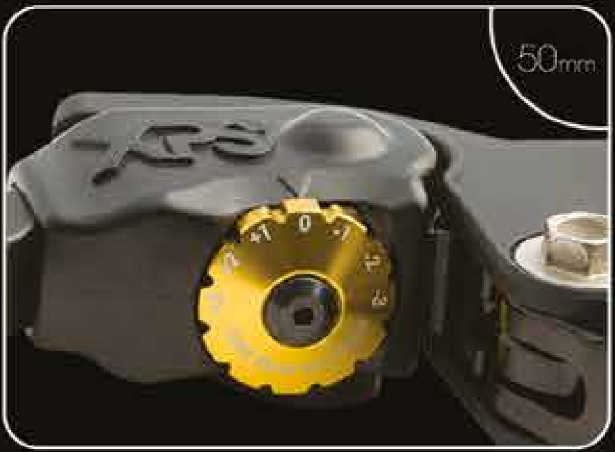


A1 Series Pants - Lightweight KLN Dobby Polyester. Laser cut vented thigh panels with integrated direct injection logo. Featuring large full grain leather knee panels for maximum durability and heat resistance. 3/4 length mesh liner. Adjustable waist closure system with race proven fit and durability.

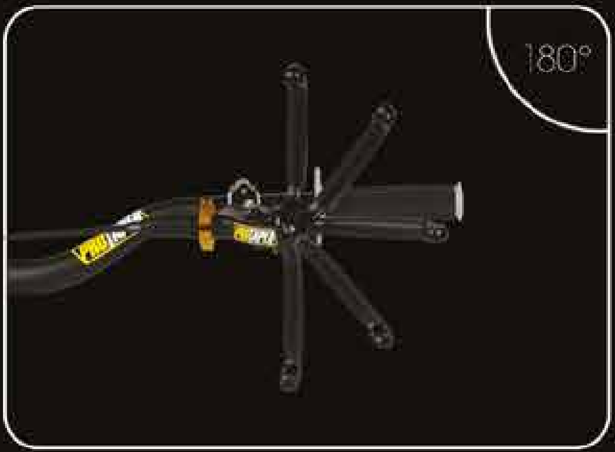
XPS
CROSS PIVOT SYSTEM



Forward Pivot



Lever Reach Adjustment



Vertical Pivot

The ProTaper® Profile Pro clutch perch utilizes the extremely successful Profile perch with our latest development, the XPS lever. The XPS (Cross Pivot System) lever pivots in multiple directions, yet maintains a slim, low profile blade that you will not find with other folding levers. This universal assembly offers two lever reach adjustment points that will accommodate the widest range of bikes and riders on the market. Complete with sealed bearings at the lever pivot and a factory inspired quick adjust star, the Profile Pro clutch perch is second to none.

PROTAPER®

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- 90° of forward pivot
- 50mm of lever reach adjustability
- 180° of vertical pivot

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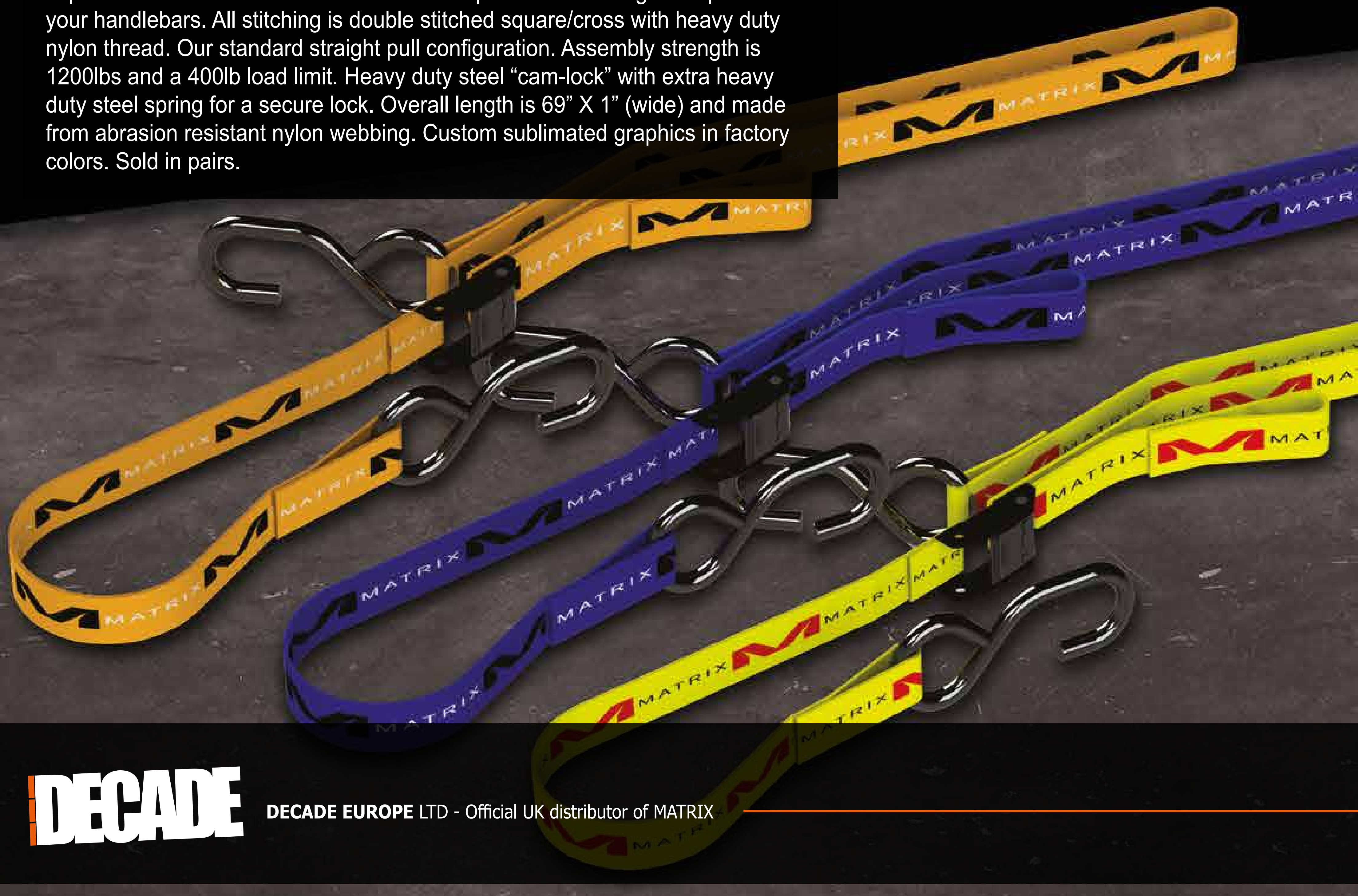
Matrix CONCEPTS

M1 PREMIUM TIE-DOWN SET - CLASSIC TIE-DOWN WITH RUBBER COATED "S" HOOKS AT A GREAT VALUE.

Top and bottom rubber coated "S" hook incorporated into design that protects your handlebars. All stitching is double stitched square/cross with heavy duty nylon thread. Our standard straight pull configuration. Assembly strength is 1200lbs and a 400lb load limit. Heavy duty steel "cam-lock" with extra heavy duty steel spring for a secure lock. Overall length is 69" X 1" (wide) and made from abrasion resistant nylon webbing. Custom sublimated graphics in factory colors. Sold in pairs.



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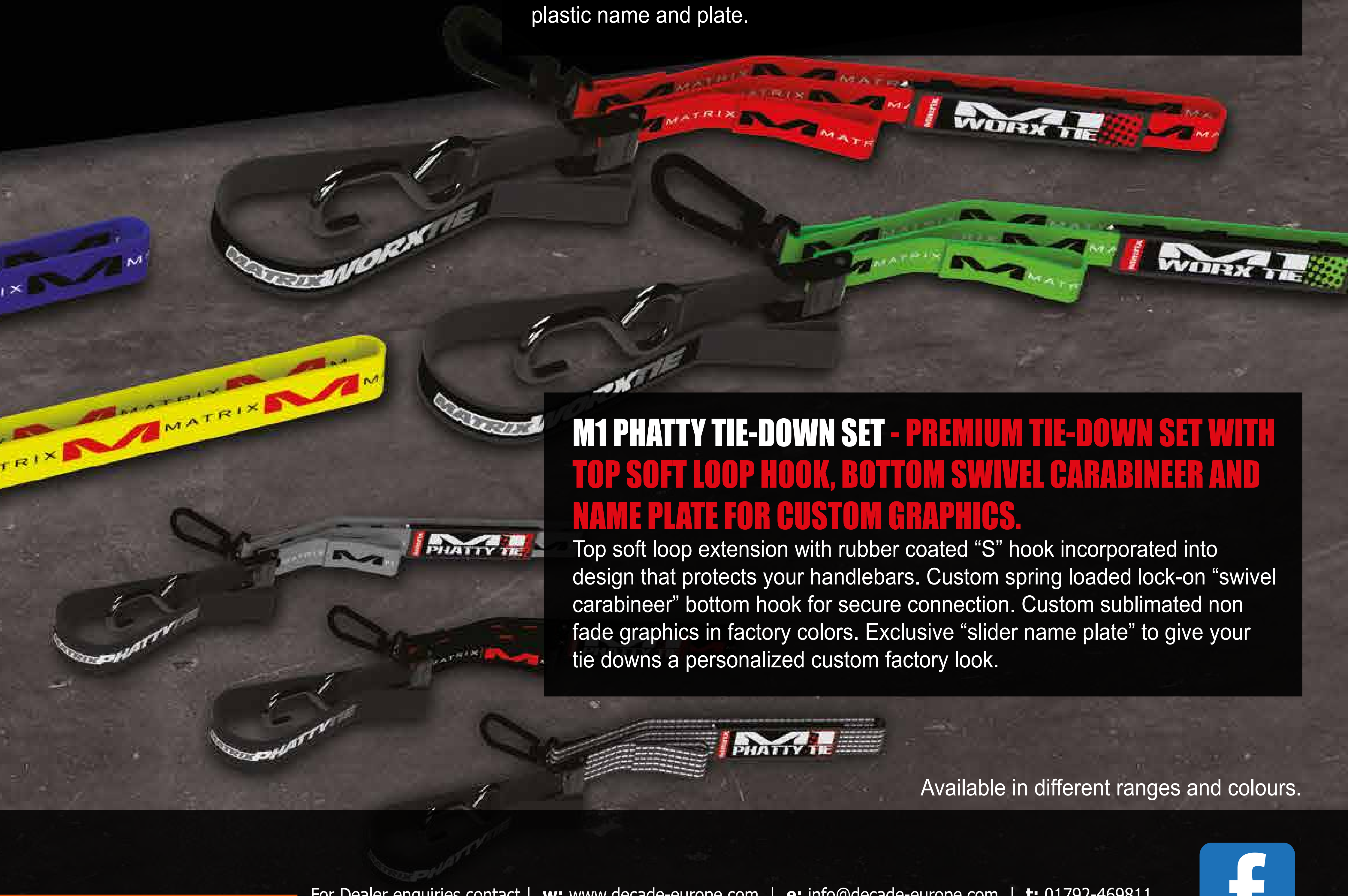
Its what factory teams use

M1 WORX TIE-DOWN SET - PREMIUM TIE-DOWN SET WITH TOP SOFT LOOP HOOK, AND NAME PLATE FOR CUSTOM GRAPHICS

All stitching is double stitched with square/cross with heavy duty nylon thread. Custom sublimated graphics in factory colors. Overall length is 69” X 1” (wide) and made from abrasion resistant nylon webbing. Heavy duty steel “cam-lock” with heavy duty steel spring for a secure lock. Comes with exclusive sliding plastic name and plate.



M1 PHATTY TIE-DOWN SET - PREMIUM TIE-DOWN SET WITH TOP SOFT LOOP HOOK, BOTTOM SWIVEL CARABINEER AND NAME PLATE FOR CUSTOM GRAPHICS.

Top soft loop extension with rubber coated “S” hook incorporated into design that protects your handlebars. Custom spring loaded lock-on “swivel carabineer” bottom hook for secure connection. Custom sublimated non fade graphics in factory colors. Exclusive “slider name plate” to give your tie downs a personalized custom factory look.

Available in different ranges and colours.

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